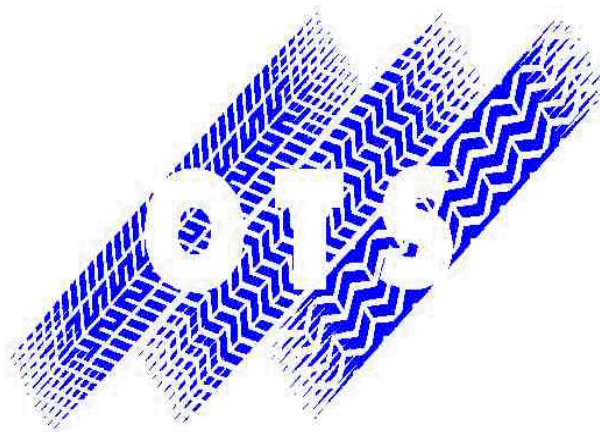


# **2009 HIGHWAY SAFETY PLAN**



**CALIFORNIA OFFICE OF TRAFFIC SAFETY**

# **HIGHWAY SAFETY PLAN**

## **FEDERAL FISCAL YEAR 2009**

(October 1, 2008 through September 30, 2009)

### **PREPARED FOR**

**U. S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

### **PREPARED BY**

**OFFICE OF TRAFFIC SAFETY**  
Christopher J. Murphy, *Director*

## STATE OF CALIFORNIA

**ARNOLD SCHWARZENEGGER**  
Governor

Department of Alcoholic Beverage Control  
Department of Corporations  
Department of Financial Institutions  
California Highway Patrol  
California Housing Finance Agency  
Department of Housing & Community Development  
Department of Managed Health Care



**DALE E. BONNER**  
Secretary

Department of Motor Vehicles  
Office of the Patient Advocate  
Department of Real Estate  
Office of Real Estate Appraisers  
Office of Traffic Safety  
Department of Transportation

### BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Fellow Californians:

As we look forward to 2009, Governor Arnold Schwarzenegger and I have seen the great successes in traffic safety unfolding during the last year. We are very pleased to note that the total number of persons killed on California's roadways actually dropped in 2007 by 5.4 percent, in spite of an increasing population. That is more than double the 2.5 percent drop seen last year, with what we hope are signs of a real trend in saving lives.

We continue to see the success of the *Click It or Ticket* seat belt enforcement campaign, with California's 2007 use rate up to 94.6 percent, fourth highest in the nation. This improvement in the state's seat belt use rate over the past four years represents over 1.1 million more vehicle occupants who are now buckling up as a result of these efforts.

The Office of Traffic Safety (OTS) is adopting a new goal and vision that is both bold and far reaching - *Toward Zero Deaths. Every 1 Counts*. OTS and their grantees are leading the way in traffic safety, both through new and innovative initiatives as well as tried-and-true programs.

This year Governor Schwarzenegger awarded \$66 million in traffic safety grants to 153 agencies and communities across the state for programs including impaired driving, roadway safety, occupant protection, emergency medical services, pedestrian and bicycle safety and police traffic services.

In 2009, we will be looking forward to the new *The Next Generation - Click It or Ticket*, which will see more people buckling up and save even more lives. OTS will be aggressively working with cities that have problems with DUI's, getting their law enforcement into programs that increase the use of sobriety checkpoints, the most effective method to lower alcohol-related deaths. Once caught, we will be keeping DUI offenders from harming others by working with judges, prosecutors and probation departments to increase convictions and penalties and to keep worst-of-the-worst repeat and felony offenders off the streets and off alcohol.

OTS will be going all out to fund programs that provide young and soon-to-be drivers with the education and awareness they need during their most vulnerable driving years and into the future. We will see an expansion of bringing real DUI trials into high schools, more actively promoting the California Highway Patrol's *Street Smart* campaign, and continuing the well known *Every 15 minutes* program. We will be starting a new initiative that will screen adolescents who come to emergency rooms drunk, to help ensure they get the help needed to keep them from becoming adult alcohol abusers and future DUI's.

I am proud of the continued success of the Office of Traffic Safety (OTS) to fund effective programs which truly make significant impacts on traffic safety in California.

Sincerely,

DALE E. BONNER  
Secretary

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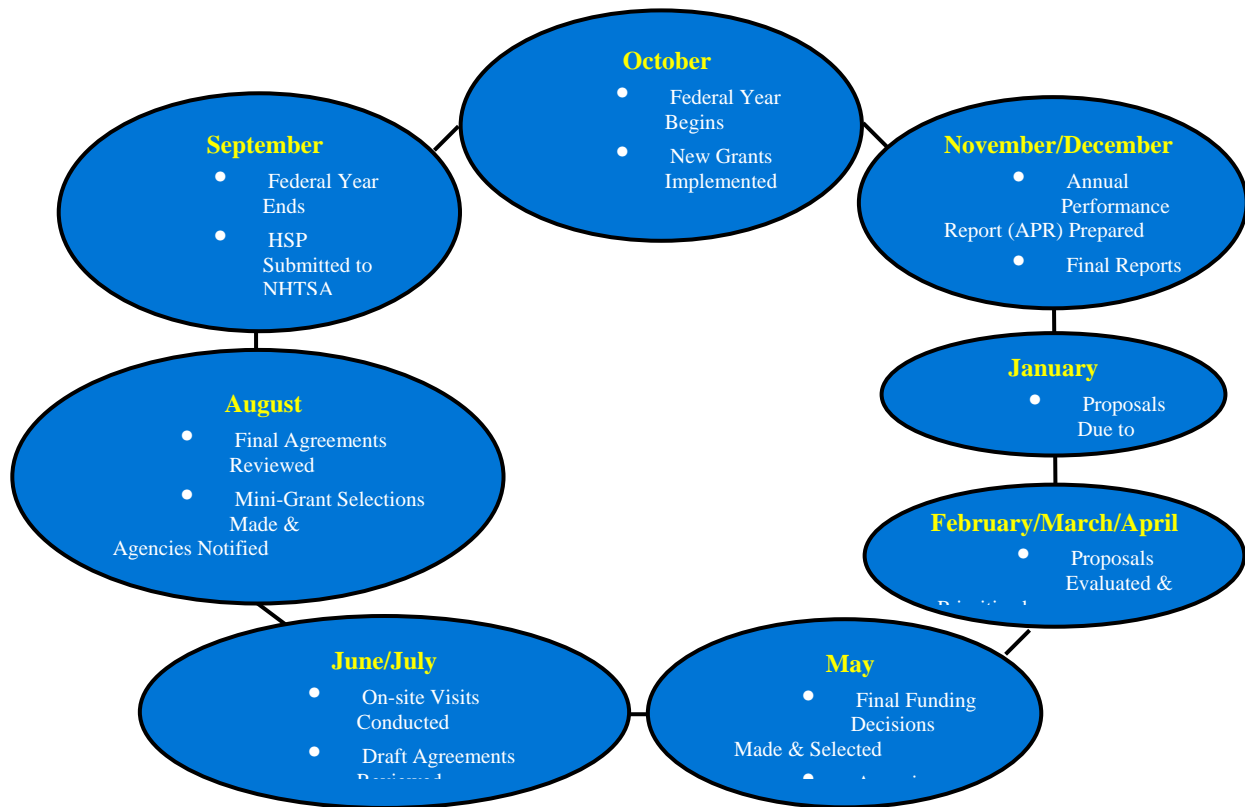
### **EXECUTIVE SUMMARY (PERFORMANCE PLAN)**

## PROCESS DESCRIPTION

The California Office of Traffic Safety's mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses. Section 2900 of the California Vehicle Code requires the Office of Traffic (OTS) to develop a comprehensive plan to reduce traffic collisions and deaths, injuries, and property damage resulting from collisions. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. The HSP describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all continuing and proposed new grants. The HSP presentation, contents, and format are designed to meet federal requirements.

Developing and implementing the HSP is a year-round activity.

## OTS GRANT CYCLE



The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all grants continuing into the next fiscal year are identified. Continuing costs are deducted from estimated total available funds to arrive at the net dollars for planning new programs. Each grant displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing grants, we are unable to recalculate each year's carry forward amount in order to show in outlying years. This is because the HSP is developed during the summer before the actual carry forward amounts are known for the continuing grants. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. The OTS website lists all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates.

OTS involves many participants in the process of developing projects and addressing traffic safety problems to help California achieve its traffic safety goals. For example, OTS has representation at all the Strategic Highway Safety Implementation Plan “behavioral” challenge area team meetings, networks with local and state representatives at the OTS Summit and/or Police Traffic Services Seminar, and actively participates in quarterly California Statewide Coalition on Traffic Safety Meetings. Other participants in the HSP process include MADD, the Administrative Office of the Courts - through the Traffic Advisory Committee - and the statewide Traffic Records Coordinating Committee.

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The collision data used in this HSP represents 2007 provisional data only.
- **Fatality Analysis Reporting System (FARS)** - Contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle travelling on a traffic way customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS has been operational since 1975 and has collected information on over 989,451 motor vehicle fatalities and collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.
- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.
- **The DUI Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all DUI arrests made within the state, including the final disposition of each case.

- **Driver's License Conviction Report** - The Department of Motor Vehicles produces a report that reflects the volume of vehicle sections violated that included a conviction.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2008, OTS had received 325 proposal requests for funding.

In April 2008, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on April 16, 2008, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Dale E. Bonner, presenting OTS' funding recommendations. On April 25, 2008, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2009. OTS submitted a draft HSP to the BT&H Agency Secretary for approval on July 31, 2008. Once approved by BTH, OTS submitted the HSP to the National Highway Traffic Safety Administration (NHTSA) Region 9 Office on September 1, 2008.

OTS' goal is to process 90 percent of all new grants by October 1, 2008. OTS grant regional coordinators monitor grantee performance throughout the year through Onsite Assessments, onsite Pre-Operational Reviews, Quarterly Performance Reports, Grantee Performance Reviews, email correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

## **ENHANCEMENTS TO THE CURRENT PROCESS**

The California OTS was a member of a 21 person Expert Panel that convened in 2008 to identify a core set of behavioral highway safety performance measures, including outcome and activities (intermediate) measures, which federal, state and local governments could use in their highway safety planning processes. As a result of this effort, NHTSA and the states have agreed to adopt 14 minimum performance measures - ten core outcome measures, one core outcome behavior measure, and three activity measures. States will begin reporting annually in the 2010 Highway Safety Plans and Annual Performance Reports. California will report on 52 (the required 11 plus an additional 41) performance measures in the 2009 HSP. Goal statements and charts have been established for 15 performance measures. California serves as a model for other states as we are reporting injury data and statewide DUI arrests and conviction rates. In addition, this HSP, for the first time, includes statewide conviction data for seat belt, child safety seat, and speeding violations.



In addition, California will implement sustained enforcement strategies to include sobriety checkpoint and seat belt enforcement. The 2009 Annual Performance Report will measure the degree to which California adopted the sustained enforcement as described below:

- California will initiate the “Next Generation – Click it or Ticket” by conducting two well-publicized seat belt enforcement mobilizations in November 17-30, 2008 and May 18-31, 2009. To promote sustained enforcement, law enforcement agencies (CHP and local law enforcement) serving at least 50 percent of California’s population or serving geographic subdivisions that account for at least 50 percent of California’s unbelted fatal vehicle occupants, will carry out one to four days and/or nights of intensified seat belt enforcement each month.
- California will implement a comprehensive statewide “Sobriety Checkpoint” program to include CHP and local law enforcement agencies to conduct checkpoints during the “Drunk Driving. Over the Limit. Under Arrest” mobilization periods in December 12 – January 1, 2009, and August 12 – September 7, 2009. To promote sustained enforcement, CHP and local law enforcement agencies collectively serving at least 50 percent of California’s population or serving geographic subdivisions that account for at least 50 percent of California’s alcohol-related fatalities, will conduct checkpoints not less than quarterly.

All proposal forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. At this point, OTS requires that hard copies of the proposals be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and e-mail system as a medium for receipt of proposals from the field. OTS is pursuing an electronic grant application and management solution to improve data accessibility, increase data quality and address process inefficiencies. OTS plans to work with an information technology consulting team to conduct a comprehensive feasibility study and write a Feasibility Study Report (FSR) as the first major step in this effort.

OTS is organized by regions within the state. There are nine regions with ten Regional Coordinators assigned to the ongoing 127 grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and from those who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the grant coordinators to develop expertise in all program areas. Because the coordinators are familiar with their region, they have helped to develop regional grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. To complement the Regional assignments, OTS assigns individual coordinators to serve as program area specialists for the various program areas. Refer to page 09-I-6 and 09-I-7 for appropriate OTS Regional Coordinator and Program Area Specialist contact information.

The OTS website ([www.ots.ca.gov](http://www.ots.ca.gov)) is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. As mentioned previously, the site contains all the forms necessary to apply for a grant with information on timelines for submission.

Continued in the 2009 solicitation process were the “Grants Made Easy” templates for local law enforcement grants. “Grants Made Easy” significantly reduced the paperwork and time required to submit a proposal and finalize a grant agreement. Three programs were provided under “Grants Made Easy”: (1) Selective Traffic Enforcement Program (STEP), (2) DUI Enforcement and Awareness Program, and (3) Vehicle Impound Program. These three programs include funding for best practice strategies shown to reduce traffic crashes and gain favorable media coverage. OTS gave priority-funding consideration to police departments submitting proposals under the “Grants Made Easy” program.

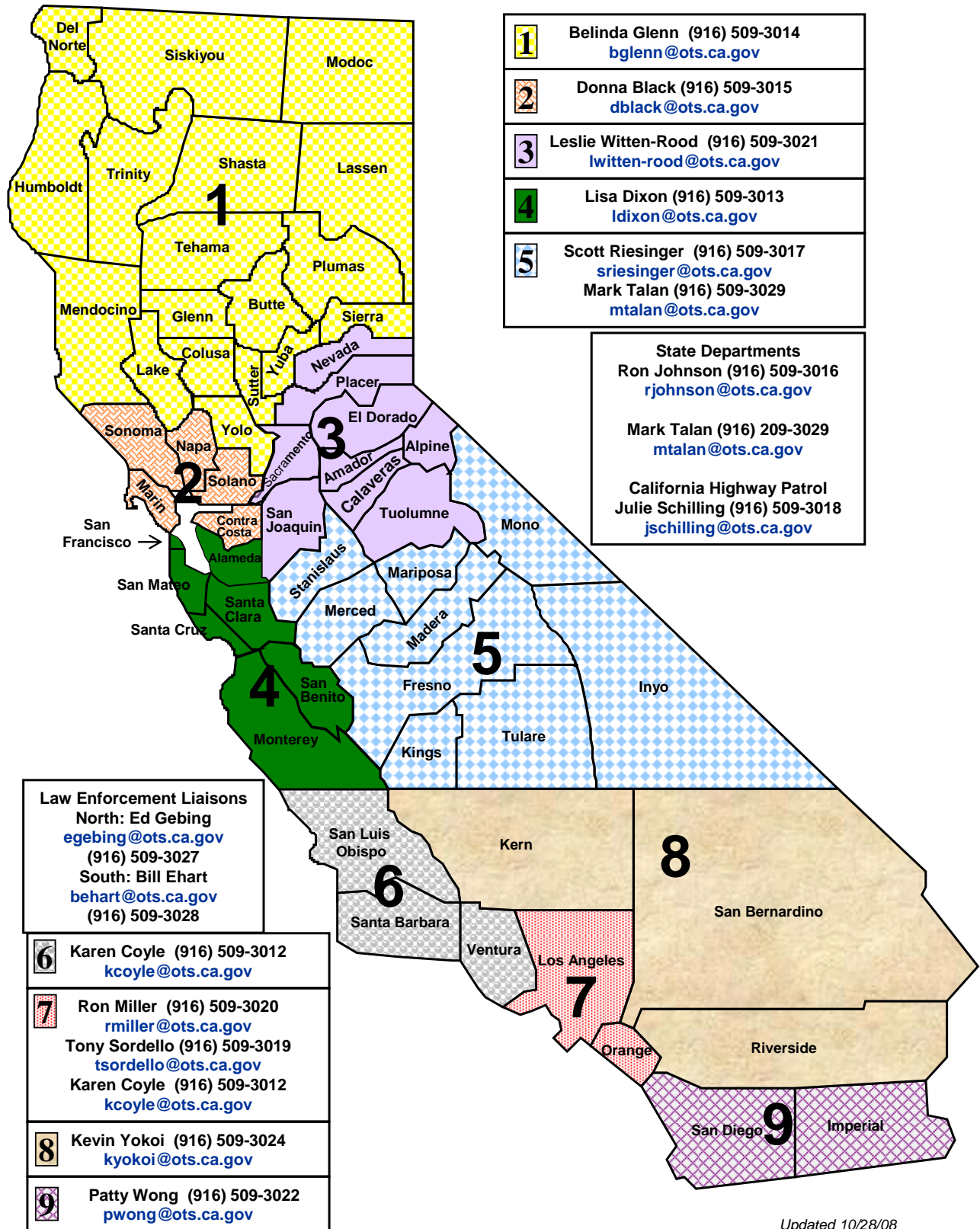


By the end of June 2008, each OTS Coordinator conducted a pre-funding on-site assessment of each grantee new to the OTS process at the grantee's location. An electronic version of the pre-draft was provided to each grantee. Staff conducted the on-site assessment for experienced grantees via telephone. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of grantee effort required to meet the goals and objectives, and level of funding. The applicant was left to insert the agreed upon terms (i.e. number of checkpoints, educational efforts, etc.) and return the draft version to OTS. This process resulted in drafts being submitted to OTS earlier in the process. Our goal was to have the final version of each grant in house by August 15, 2008.

Our website contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database is searchable by entering a California city or county to show the crash problem specific for that area. The data includes overall rates, alcohol involved, speed related, pedestrian and many other categories. Each city is grouped by population category, thereby allowing for a comparison to other cities of like population. The grants database contains all currently active grants. As in the crash database, a selection of any city in the state will view all the current grants. The data provides an overview of the grant with contact information. Also included on the OTS website are sample proposals, FAQs, sample proposals, program blueprints and a section on education programs that work.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. Again, this year's HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the grants within the task; while the table provides a listing of each grant, the agency, and cost for the 2009 fiscal year.

# OTS Regions and Coordinators



## PROGRAM AREA SPECIALISTS

<b>Alcohol and Other Drugs</b>
Leslie Witten-Rood -- (916) 509-3021 lwitten-rood@ots.ca.gov
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<b>Emergency Medical Services</b>
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## PROBLEM IDENTIFICATION OVERVIEW

NHTSA defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways that are statistically higher in collision experience as compared to normal expectations.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities and injuries.

OTS has reviewed several recommendations for data collection and display sent forward by NHTSA and the Governors Highway Safety Association. Several of our data tables reflect these templates. OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. The problem identification process includes the development of collision rates for each California city and county (OTS Collision Rankings). The rates are calculated for population and vehicle miles of travel. The OTS Collision Rankings are available for public viewing on the OTS website.

Cities within population groupings are contrasted to determine if their collision rates are above or below the mean for cities in their category. Cities above the mean are targeted for more in-depth analysis. OTS staff solicits proposals with agencies that have significant problems, but who have not submitted proposals to address identified problems.

A profile of each jurisdiction is available and contains the following:

- Traffic collisions (fatal and injury collisions by city, county) along with information on collisions that involve alcohol/drugs, speed, hit-and-run, nighttime, Had Been Drinking (HBD) Drivers, pedestrians, and bicyclists.
- Demographic variables (e.g., age distribution).
- Driving under the influence (DUI) arrests.
- Primary Collision Factors (PCF) (e.g., unsafe speed, hit-and run, nighttime etc.).
- Normalizing variables (e.g., population and vehicle miles of travel).

Additional data elements can be added to the database as needed. OTS staff are trained to use the database as an additional tool for problem identification. Staff knowledge, experience and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into

subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

## **PROGRAM/GRANT DEVELOPMENT**

The process of selecting new grants for federal fiscal year (FFY 2009) included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Review Proposals.
- Develop funding recommendations.
- Present funding recommendations to the BT&H Agency Secretary for approval.
- Prepare Highway Safety Plan.
- Prepare “pre-draft” grant agreements.
- Conduct grant pre-funding assessments.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct Pre-operational reviews.

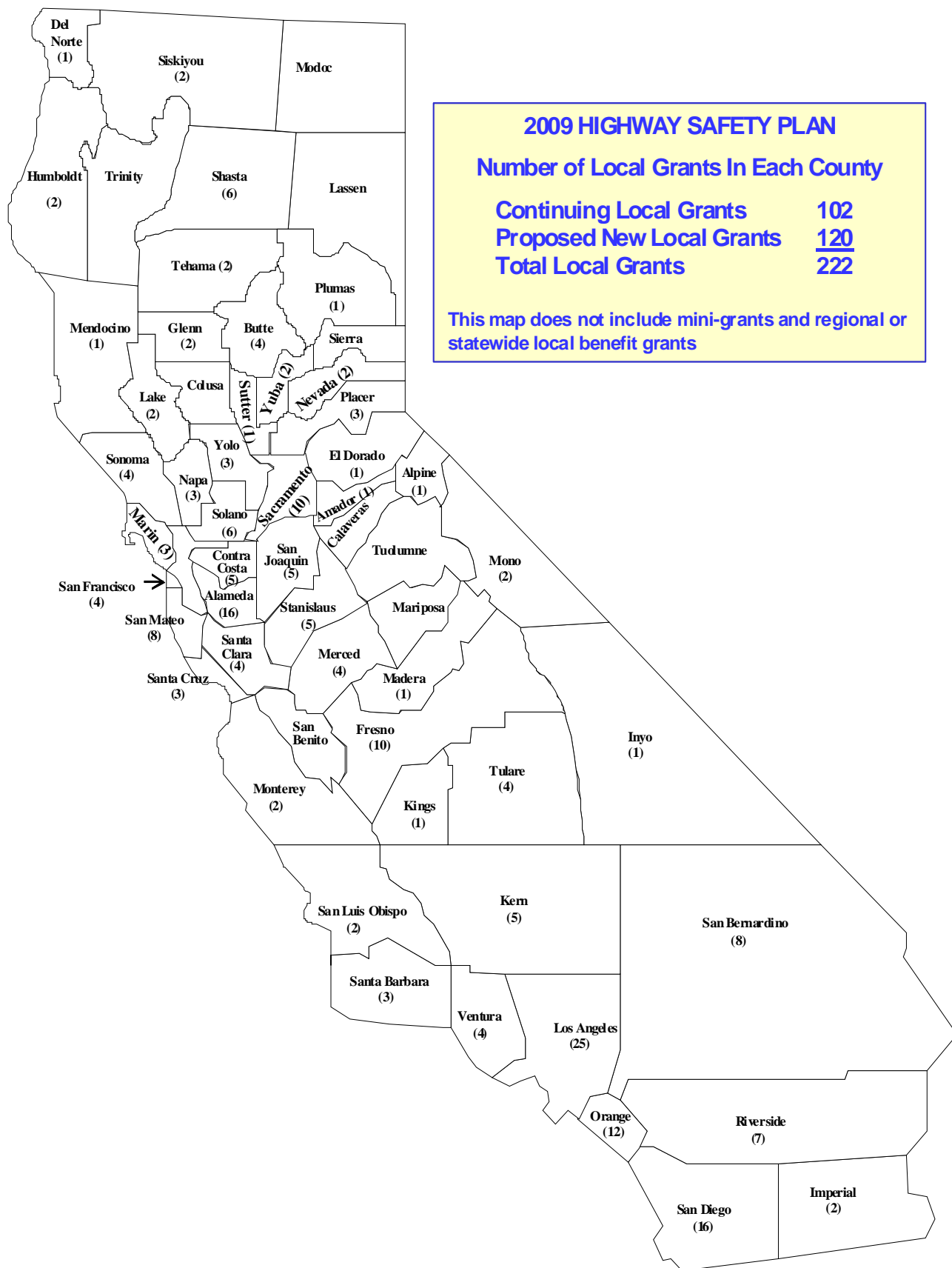
The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS’ statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups, infants, children, teens, young adults and the elderly.

OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, and traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, motorcycles, occupant protection, and pedestrian/bicycle safety are measured against aggressive yet attainable goals. The remaining priority areas (emergency medical services, traffic records, traffic engineering) support traffic safety goals through improved problem identification and analysis, along with better response times to collisions.

## 2009 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

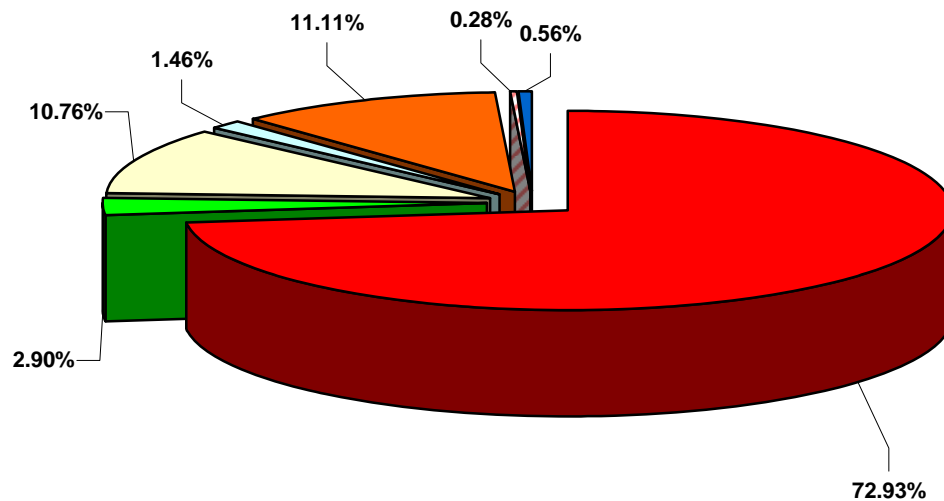
The 2009 HSP includes approximately 266 grants; 130 grants continuing from prior years and 136 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

<b>Grants (FFY 2009)</b>			
<b>Program</b>	<b>Proposed (New)</b>	<b>Continuation</b>	<b>Total</b>
Alcohol & Other Drugs	102	73	175
Community Based Organizations	0	1	1
Emergency Medical Services	9	1	10
Motorcycle Safety	0	1	1
Occupant Protection	6	10	16
Pedestrian & Bicycle Safety	5	6	11
Police Traffic Services	10	30	40
Roadway Safety	1	0	1
Traffic Records	3	8	11
<b>TOTAL</b>	<b>136</b>	<b>130</b>	<b>266</b>



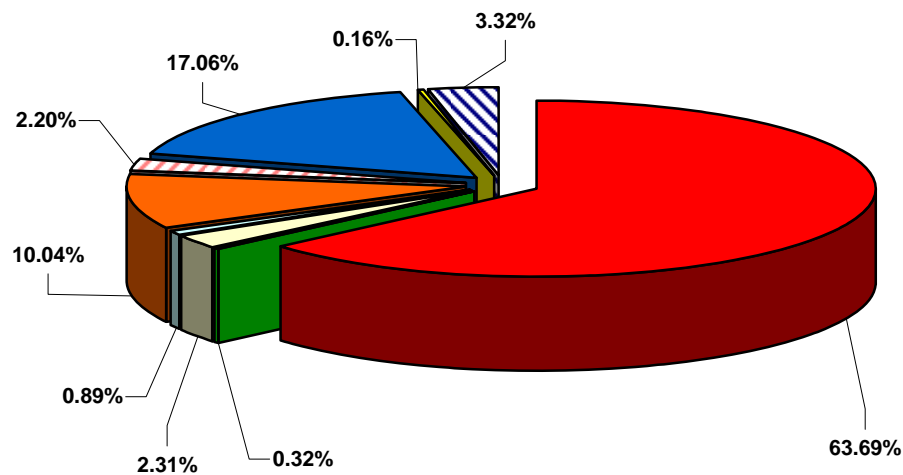


**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
NEW FFY 2009 GRANTS  
\$47,224,362**



ALCOHOL & OTHER DRUGS	\$34,441,232
EMERGENCY MEDICAL SERVICES	\$1,368,480
OCCUPANT PROTECTION	\$5,083,514
PEDESTRIAN & BICYCLE SAFETY	\$689,791
POLICE TRAFFIC SERVICES	\$5,244,830
ROADWAY SAFETY	\$132,000
TRAFFIC RECORDS	\$264,515

**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
ALL ACTIVE GRANTS IN FFY 2009  
\$81,770,370**



ALCOHOL & OTHER DRUGS	\$52,079,621
COMMUNITY BASED ORGANIZATIONS	\$264,746
EMERGENCY MEDICAL SERVICES	\$1,899,541
MOTORCYCLE SAFETY	\$731,174
OCCUPANT PROTECTION	\$8,206,572
PEDESTRIAN & BICYCLE SAFETY	\$1,801,791
POLICE TRAFFIC SERVICES	\$13,950,918
ROADWAY SAFETY	\$132,000
TRAFFIC RECORDS	\$2,714,009

## **GOALS**

### **PROCESS FOR DEVELOPING GOALS**

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of persons killed or injured in alcohol-involved collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., Alcohol-Impaired Driving Fatality Rate - Fatalities per 100 Million Vehicle Miles Traveled).

Graphs and charts are used to present historical trends and goals. For the most part, three year averages were utilized in setting goal base periods. This was supplemented by the judgment of OTS staff and management.

This Highway Safety Plan includes Strategic Highway Safety Plan action items that are mainly the responsibility of the California Office of Traffic Safety to implement are included in the appropriate "Impact Programs/Strategies" section.

### **OVERALL PROGRAM GOAL**

Along with the Governors Highway Safety Association, California has adopted the new goal of "Toward Zero Deaths – Every 1 Counts." We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether. Every 1 fatality counts, every 1 is one too many.

The American Traffic Safety Services Association's (ATSSA) vision, "Toward Zero Deaths: A Vision for Safer Roads in America" serves as a proposal for all states to adopt their new goal, "Toward Zero Deaths". Several states have come up with various versions of the goal. Arizona developed "Zero Fatalities on Arizona Roads – Your Life Depends On It – Every 1 Counts". West Virginia adopted, "Zero Fatalities . . . Saving One Life at a Time." Utah's version is "Zero Fatalities, A Goal We Can All Live With". Minnesota, Oregon, Washington, Idaho, Iowa and South Carolina all use a version of "Toward Zero Deaths".

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

## TRAFFIC SAFETY PERFORMANCE MEASURES

"The National Highway Traffic Safety Administration and the Governors Highway Safety Association have agreed to a minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures.

The initial minimum set contains 14 measures: ten core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to State highway safety plans and use existing data systems. NHTSA will use the core measures as an integral part of its reporting to the Congress, the public, and others" – Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025, August 2008).

While states are not required to set goals for and report progress on each of the 11 core outcome and behavior measures until 2010, California has opted to begin reporting progress on the initial minimum set of performance measures in the 2009 Highway Safety Plan and Annual Report. In addition to the required initial minimum set of performance measures, California has defined and developed an additional 41 performance measures to better monitor traffic safety outcomes, behavior, and activities.

Core Outcome Measures	Calendar Years				
	2003	2004	2005	2006	2007
<b>C-1:</b> Traffic Fatalities (FARS) Fatality Analysis Reporting System	4,224	4,120	4,333	4,236	3,974
<b>C-2:</b> Serious Traffic Injuries (SWITRS) Statewide Integrated Traffic Records System	13,042	13,578	13,164	13,089	13,133
<b>C-3:</b> Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	1.31	1.25	1.32	1.29	Available Jan. 2009
<b>C-3:</b> "Rural" Mileage Death Rate (Rural Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	2.56	2.50	2.80	2.60	Available Jan. 2009
<b>C-3:</b> "Urban" Mileage Death Rate (Urban Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	0.99	0.93	0.97	1.26	Available Jan. 2009
<b>C-4:</b> Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	1,033	1,009	974	920	857
<b>C-5:</b> Alcohol Impaired Driving Fatalities (fatalities involving a driver or a motorcycle operator with a BAC of .08 and above) (FARS)	1,149	1,179	1,298	1,272	1,155
<b>C-6:</b> Speeding Related Fatalities (FARS)	1,511	1,333	1,473	1,404	1,464

	Calendar Years				
Core Outcome Measures	2003	2004	2005	2006	2007
C-7: Motorcyclist Fatalities (FARS)	383	432	469	506	517
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	54	59	56	67	68
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	727	720	745	727	608
C-10: Pedestrian Fatalities (FARS)	704	684	742	719	640

	Calendar Years					
Core Behavior Measure	2003	2004	2005	2006	2007	2008
B-1: Seat Belt Use Rate (statewide observational surveys for passenger vehicles, front seat outboard occupants)	91.2%	90.4%	92.5%	93.4%	94.6%	95.7%

Activity Measures	Federal Fiscal Year (Oct. 1 - Sept. 30)
A-1: Seat Belt Citations Issued During Grant Funded Enforcement Activities	Data will be collected and reported for the 2010 HSP
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities	
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities	

	Calendar Years				
Additional Activity Measures	2003	2004	2005	2006	2007
Statewide DUI Arrests*	183,560	180,957	180,288	197,248	203,866
Statewide DUI Conviction Rate**	78%	77%	78%	75%	Available Jan. 2009
Statewide Seat Belt Violation Convictions***	495,546	543,552	497,502	514,957	441,710
Statewide Child Restraint Violation Convictions***	16,340	17,828	16,840	16,640	16,301
Statewide Speeding Convictions***	1,548,239	1,711,134	1,623,715	1,791,731	1,810,616

Additional Outcome Measures	Calendar Years				
	2003	2004	2005	2006	2007
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	1.30	1.25	1.31	1.27	1.18
Motor Vehicle Fatalities, Age 16 -19 (FARS)	450	430	441	430	346
Fatality Rate Per 100,000 Population (FARS)	11.91	11.5	11.98	11.62	10.87
Traffic Injuries (SWITRS)	307,166	302,357	192,798	277,373	254,188
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	35,211	34,297	32,898	30,683	28,237

Alcohol	Calendar Years				
	2003	2004	2005	2006	2007
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.36	0.36	0.39	0.39	Available Jan. 2009
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.45	0.44	0.45	0.45	0.43
Alcohol Impaired Driving Fatalities Age 16 -19 (FARS)	199	207	221	209	163
Alcohol Related Fatalities (at least one driver or non occupant had a BAC of .01 or greater) (FARS)	1,629	1,667	1,769	1,762	1,616
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (FARS)	0.50	0.51	0.54	0.54	Available Jan. 2009
Alcohol Related Injuries (SWITRS)	31,340	31,538	30,810	31,080	28,987
Alcohol Related Injuries Age 16 -19 (SWITRS)	3,321	3,364	3,164	3,295	3,210
Driver Fatalities Age 16-19 with BAC=0.01+ (FARS)	51	57	43	52	43
Driver Involved Fatalities Age 16-19 with BAC=0.01+ (FARS)	103	112	94	101	75
Driver Fatalities Age 20-25 with BAC=0.01+ (FARS)	181	194	209	216	211
Driver Involved Fatalities Age 20-25 with BAC=0.01+ (FARS)	313	328	379	353	362

	Calendar Years					
<b>Occupant Protection</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Percent of Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	42%	41%	38%	37%	36%	
Teen Seat Belt Use Rate (Statewide Observational Surveys)	N/A	82.6%	88.6%	90.8%	88.9%	89.6%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 - 19 (FARS)	43%	46%	36%	42%	38%	
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	85.6%	86.6%	89.6%	86.8%	87.7%	94.4%
Vehicle Occupant Fatalities Age 0-8 (FARS)	87	72	87	76	83	
Vehicle Occupant Injuries Age 0-8 (SWITRS)	8,880	7,286	6,607	6,275	5,819	

	Calendar Years				
<b>Pedestrians</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Pedestrian Injuries (SWITRS)	13,954	13,889	13,551	13,465	12,910
Pedestrian Fatalities Under Age 15 (FARS)	56	52	55	42	39
Pedestrian Injuries Under Age 15 (SWITRS)	3,569	3,409	3,088	2,925	2,863
Pedestrian Fatalities Age 65 and Older (FARS)	192	161	165	163	175
Pedestrian Injuries Age 65 and Older (SWITRS)	1,373	1,279	1,305	1,313	1,257

	Calendar Years				
<b>Bicycles</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Bicyclist Fatalities (FARS)	106	110	115	141	109
Bicyclist Injuries (SWITRS)	10,795	11,085	10,471	10,344	10,238
Bicyclist Fatalities Under Age 15 (FARS)	14	11	11	16	14
Bicyclist Injuries Under Age 15 (SWITRS)	2,725	2,749	2,405	2,143	2,027
Percent of Helmeted Bicyclist Fatalities (FARS)	15%	15%	9%	3%	5%

	Calendar Years				
<b>Speeding and Aggressive Driving</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Speeding Related Injuries (SWITRS)	89,347	87,920	86,902	81,783	73,628

	Calendar Years				
<b>Motorcycles</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Motorcyclist Injuries (SWITRS)	9,681	9,488	9,345	10,181	10,820
Percent of Unhelmeted Motorcyclist Fatalities (FARS)	14%	14%	12%	13%	13%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	38%	31%	35%	36%

\*Department of Justice

\*\*DMV 2008 Annual Report of the California DUI Management Information System

\*\*\*DMV DL Conviction Report

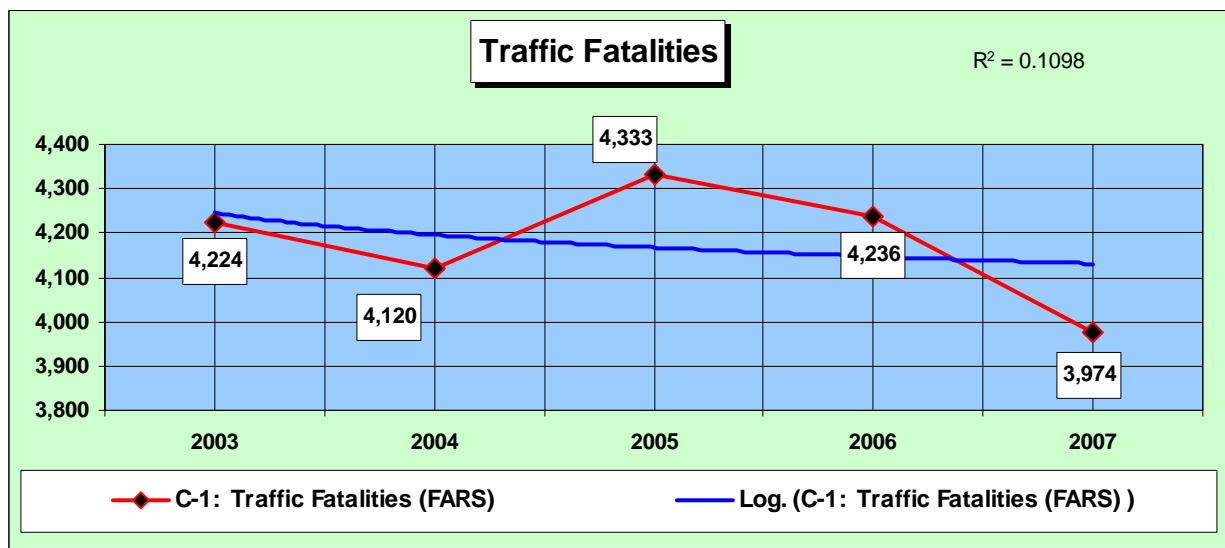


## PERFORMANCE GOALS

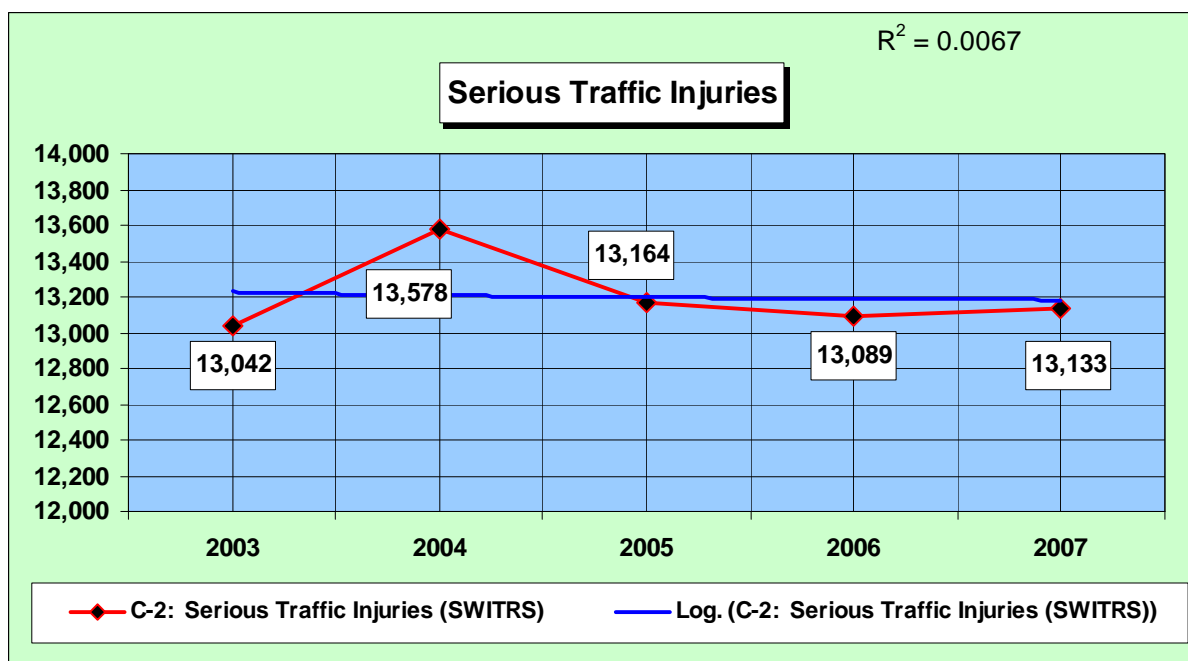
### TRAFFIC VICTIMS

#### CORE OUTCOME MEASURES

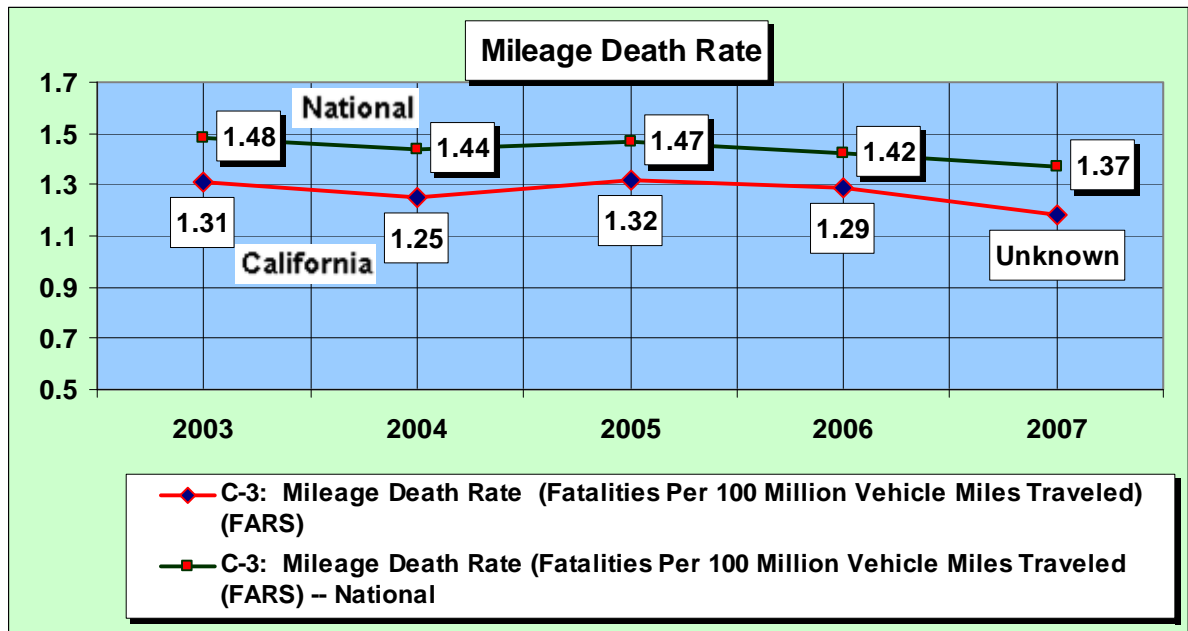
- To decrease traffic fatalities 3 percent from the 2005-2007 calendar base year average of 4,181 to 4,056 by December 31, 2009.



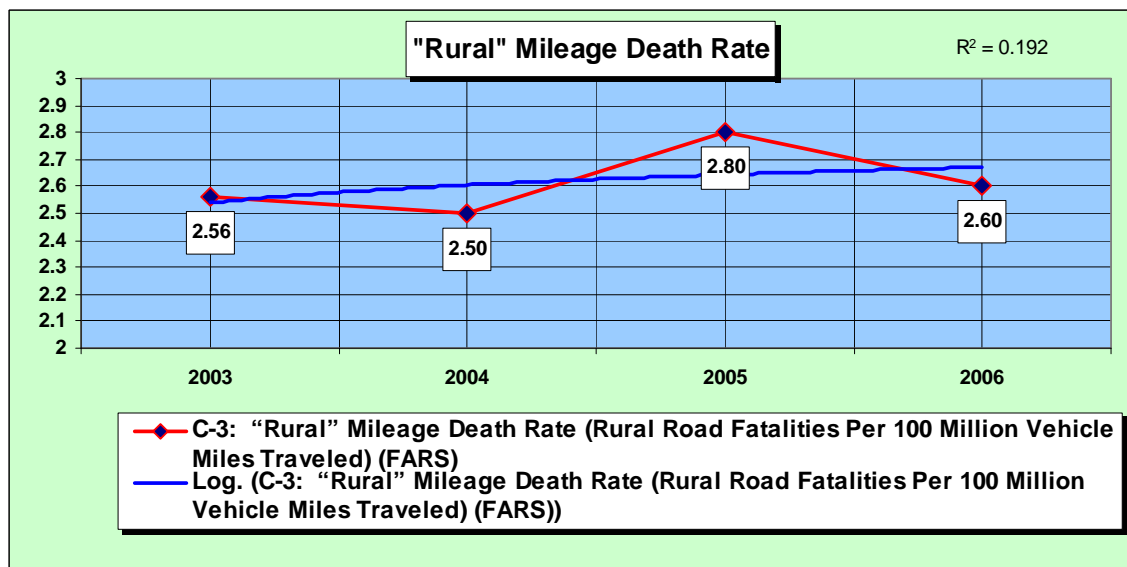
- To decrease serious traffic injuries 2 percent from the 2005-2007 calendar base year average of 13,129 to 12,866 by December 31, 2009.



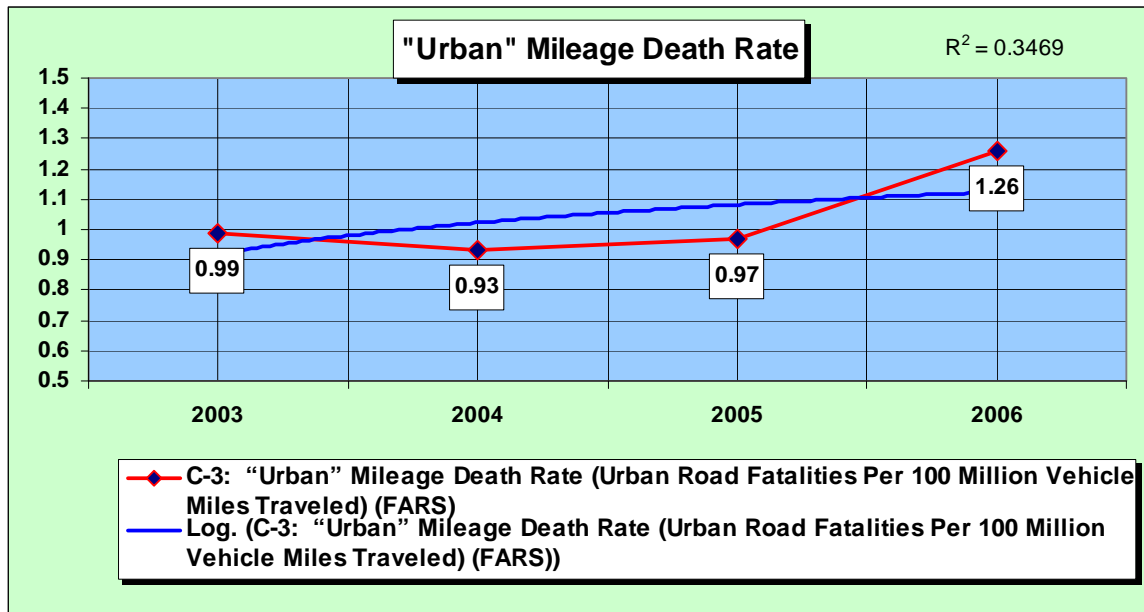
- To decrease the mileage death rate .01 percentage points from the 2004–2006 calendar base year average of 1.29 to 1.19 by December 31, 2009.



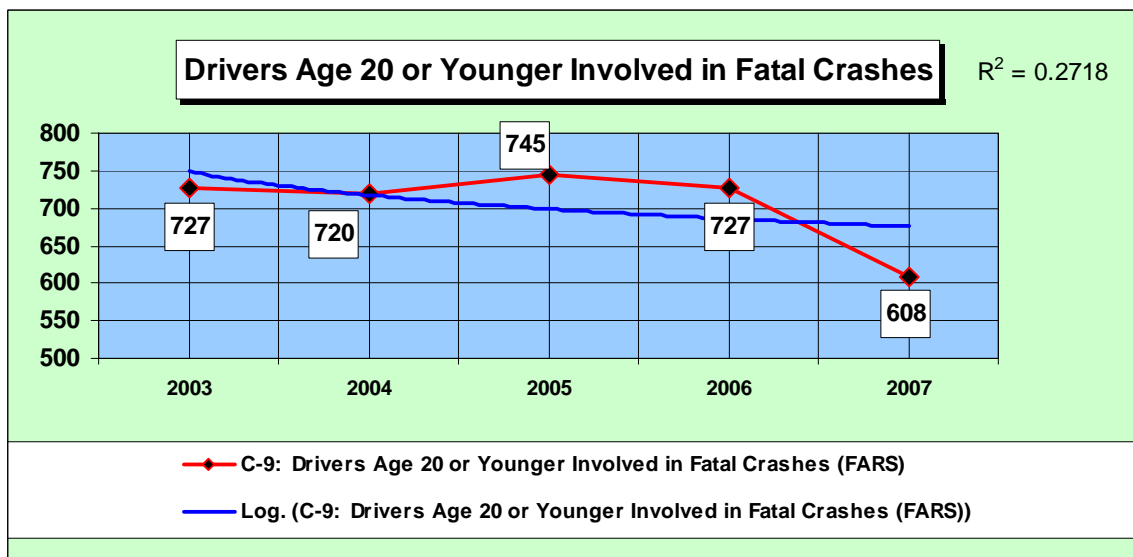
- To decrease the rural mileage death rate .2 percentage points from the 2004-2006 calendar base year average of 2.6 to 2.4 by December 31, 2009.



- To decrease the urban mileage death rate .05 percentage points from the 2004-2006 calendar base year average of 1.05 to 1.0 by December 31, 2009.



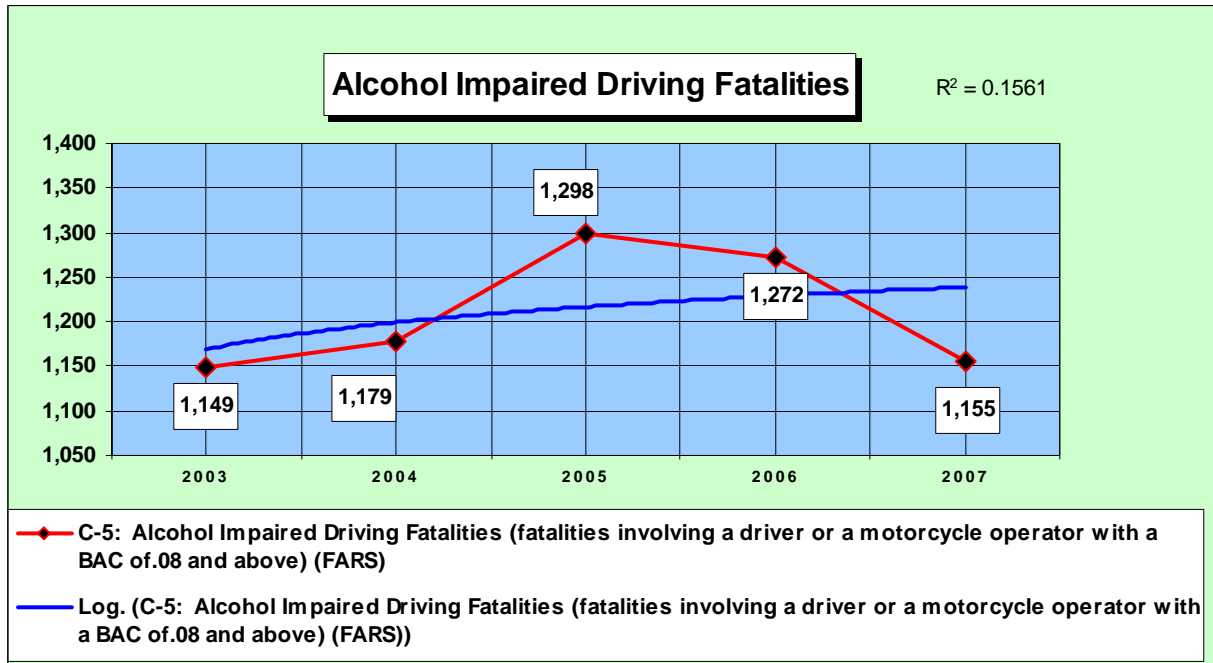
- To decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2005-2007 calendar base year average of 693 to 638 by December 31, 2009.



## ALCOHOL AND OTHER DRUGS

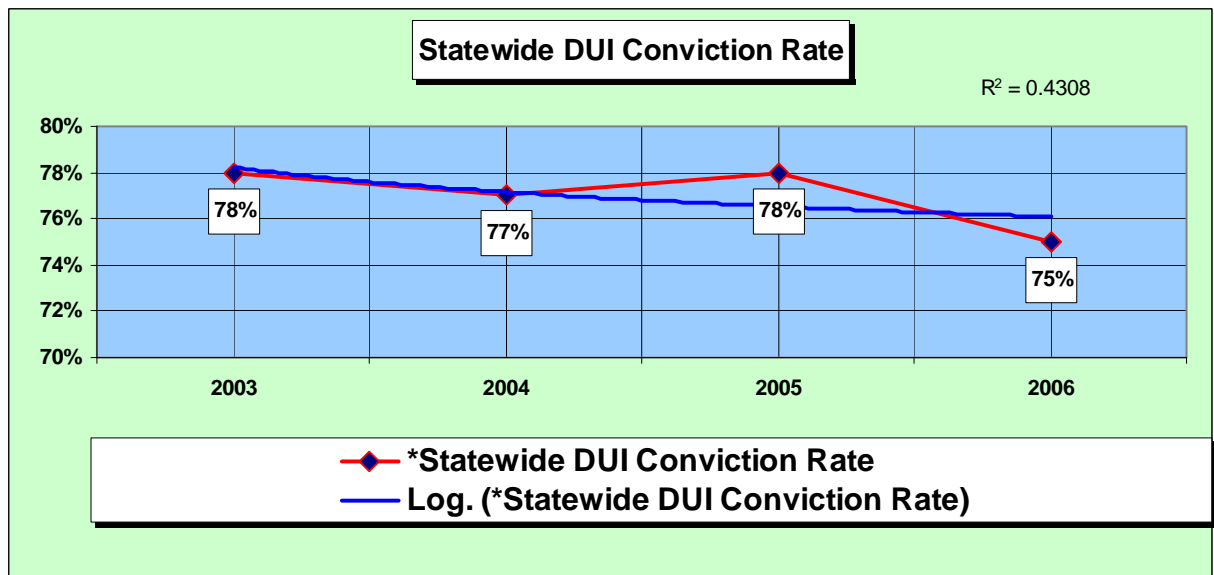
### CORE OUTCOME MEASURE

- To decrease alcohol impaired driving fatalities 11.5 percent from the 2005–2007 calendar base year average of 1,243 to 1100 by December 31, 2009.



### STATEWIDE GOAL

- To increase the statewide DUI conviction rate 1.3 percentage points from the 2004–2006 calendar base year average of 76.7 percent to 78 percent by December 31, 2009.



## **FUNDED GRANTS GOALS**

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2009.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2009.
- To reduce hit-and-run fatal collisions five percent by September 30, 2009
- To reduce hit-and-run injury collisions five percent by September 30, 2009.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2009.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2009.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2009.

## **IMPACT PROGRAMS/STRATEGIES**

- Increase frequency, consistency, and publicity of sobriety checkpoint operations by law enforcement agencies in regions with the highest fatality rates. (SHSP Action 1.1)
- Fund a comprehensive statewide "Sobriety Checkpoint" program to include CHP and local law enforcement agencies to conduct checkpoints during the "Drunk Driving. Over the Limit. Under Arrest" mobilization periods in December 12 – January 1, 2009, and August 12 – September 7, 2009. To promote sustained enforcement, CHP and local law enforcement agencies collectively serving at least 50 percent of California's population or serving geographic subdivisions that account for at least 50 percent of California's alcohol-related fatalities will conduct checkpoints not less than quarterly. The 2009 Annual Evaluation Report will report the degree to which the sustained enforcement strategy was carried out and the results of the enforcement operations. (SHSP Action 1.1)
- Encourage and increase statewide crime laboratory support and distribution of portable evidential breath testing devices to allow for increased use by law enforcement personnel. (SHSP Action 1.2)
- Implement and maintain the Traffic Safety Resource Prosecutor program including specialized Driving Under the Influence (DUI) prosecution training statewide and DUI prosecutor monitoring. (SHSP Action 1.3)
- Coordinate with the California District Attorneys Association, a Vehicular Homicide Seminar in the spring of 2009, for 100 law enforcement personnel and 100 prosecutors from across the state of California who works on misdemeanor or felony vehicular homicides cases. The course coordinated by the Californians Traffic Resource Prosecutors and law enforcement representatives will assist law enforcement and prosecutors in developing the knowledge and skills necessary to evaluate, prepare, and try cases involving vehicular fatalities. The subjects covered at the seminar will include California substantive law, collision investigation and reconstruction, post-collision determination of speed, how

kinematics can assist in driver identification, understanding expert testimony in these cases, cross-examining a defense expert, and basic toxicology. (SHSP Action 1.3)

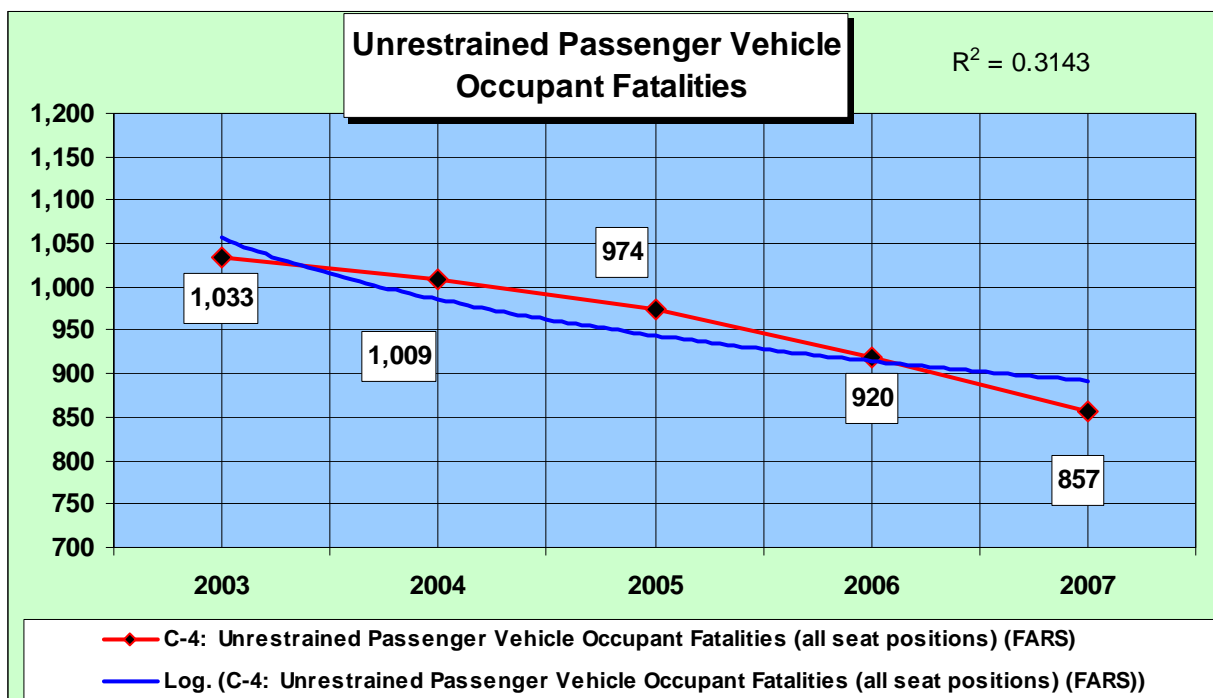
- Promote implementation of vertical prosecution of DUI offenders. (SHSP Action 1.4)
- Institute programs that provide intense monitoring of “worst of the worst” repeat DUI offenders. (SHSP Action 1.5)
- Fund the University of California Davis Medical Center to develop a uniform and consistent system for hospital staff to notify law enforcement upon the arrival of a person who has been involved in a traffic collision in which alcohol may have been involved (11 trauma centers in northern inland California will participate in the pilot). (SHSP Action 1.6)
- Increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates. (SHSP Action 1.7)
- Increase by 15 percent the number of law enforcement officers who are trained and certified as Drug Recognition Evaluator officers. (SHSP Action 1.8)
- Fund training of a minimum of 10 DRE instructors as DITEP instructors (Drug Impairment Training for Education Professionals) who train a minimum of 30 educational professionals. (SHSP Action 1.8)
- Develop protocol and staffing to expand use of Screening and Brief Intervention Programs in hospitals and trauma centers, and encourage courts to obtain pre-sentence alcohol and drug screening investigations as authorized in Vehicle Code Section 23249.50 and include resulting recommended treatments in sentencing of convicted DUI offenders. (SHSP Action 1.9)
- Fund the Department of Alcoholic Beverage Control to award local law enforcement agencies mini grants to conduct underage drinking prevention and enforcement activities including Minor Decoy and Shoulder Tap operations. (SHSP Action 1.11)
- Increase publicity of the DUI Management Information System annual report to law enforcement, alcohol program providers, and the courts. (SHSP Action 1.17)
- Expand the implementation of young driver programs such as: Smart Start, Right Turn, Teen Smart, Every 15 Minutes, Friday Night Live, Sober Graduation, and TRACE, and encourage development of new programs. (SHSP Action 6.5)
- Fund the Administrative Office of the Courts to implement a statewide program to bring a plethora of proven education programs to middle and high school students that may include Real DUI Trials, Courtroom to School Room, the Courage to Live programs and peer courts. These innovative programs bring to school auditoriums actual DUI court trials and the sentencing of actual convicted DUI offenders to increase awareness about the consequences of drinking and driving. (SHSP Action 6.5)
- Promote the “Report a Drunk Driver – Call 911” Campaign and “Drunk Driving. Over the Limit. Under Arrest.”

- Fund alcohol wet lab and field certification training for POST DRE Academies.
- Fund “corridor DUI programs” that select corridors based on data showing disproportionate numbers of DUI collisions and convening task forces to implement identified solutions.
- Fund the ‘corridor approach’ at selected college and university communities to address the DUI problem.
- Fund statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training to traffic and patrol officers.
- Fund DUI enforcement and education efforts in college campus communities.
- Fund “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Fund comprehensive community alcohol programs that include enforcement, public education, community organization, and judicial liaison and training.
- Fund community based DUI prevention and education efforts including booths, crashed-car exhibits and multi-media presentations at schools and community events, and the expansion of victim impact panels and law enforcement recognition programs.
- Expand multi-agency Avoid DUI enforcement/media campaigns to involve more allied agencies, including college campuses, to participate in the NHTSA Summer Mobilizations from Mid-August through Labor Day matching the Winter Mobilization effort Mid-December through New Years, along with operations on Memorial Day and Independence Day weekends. Additionally, fund Avoid Campaigns to deploy additional enforcement efforts during identified periods of increased incidents of Alcohol Involved Collisions on the weekends of Halloween, Super Bowl Sunday, St. Patrick’s Day, Cinco de Mayo, as well as on weekends with local special events with identified DUI problems.
- Expand multi-agency Avoid media campaigns as a coordinated effort with regional sobriety checkpoints, task force operations, warrant/probation operations and local saturation patrols, along with court stings against drivers with suspended driver licenses, to bring about the awareness of the dangers of drunk driving.
- Expand the multi-agency Avoid campaigns to increase training for officers participating in DUI enforcement efforts and to conduct officer recognition programs in coordination with Mothers Against Drunk Driving (MADD).
- Fund training and technical assistance to schools, colleges, and community groups statewide to assist in the development of youth-driven anti-DUI campaigns.

## OCCUPANT PROTECTION

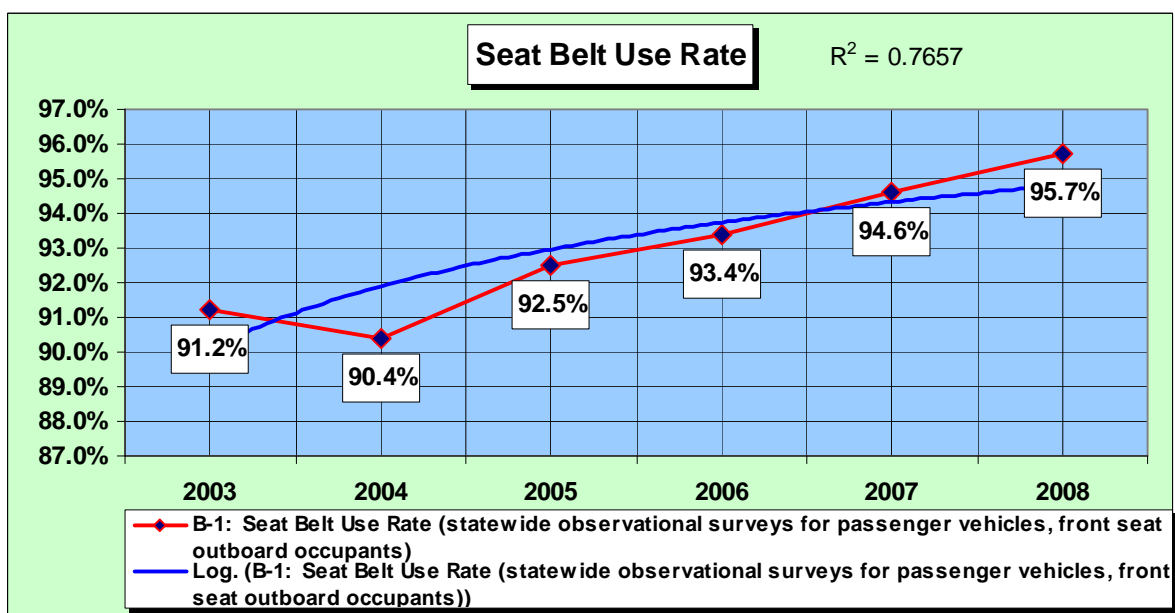
### CORE OUTCOME MEASURE

- To decrease unrestrained passenger vehicle occupant fatalities 2 percent from the 2005–2007 calendar base year average from 1,552 to 1,521 by December 31, 2009.



### CORE BEHAVIOR MEASURE

- To increase statewide seat belt compliance 1.4 percentage points from the 2006-2008 calendar base year usage rate of 94.6 percent to 96 percent by December 31, 2009.





## **FUNDED GRANTS GOALS**

- To increase seat belt compliance five percentage points by September 30, 2009.
- To increase child safety seat usage six percentage points by September 30, 2009.
- To reduce the number of vehicle occupants killed and injured under the age of six by ten percent by September 30, 2009.

## **IMPACT PROGRAMS/STRATEGIES**

### *OCCUPANT PROTECTION – GENERAL*

- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement. (SHSP Action 4.2)
- Review the Occupant Protection for Children Assessment Report for recommended strategies and best practices.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front-seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.
- Encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the “Click It or Ticket”, Buckle Up America Campaign, and National Child Passenger Safety Awareness Week.
- Urge judges to support strict enforcement of occupant protection laws and provide information at judge’s conferences and traffic adjudication workshops.

### *SEAT BELT SAFETY*

- Fund the California Highway Patrol (CHP) to provide statewide enforcement and outreach focusing on teen seat belt use. The program includes “High School Seat Belt Challenge” programs, which are designed to raise awareness and promote seat belt use through a good-natured, student run competition on high school campuses. Seat belt enforcement will be conducted near high schools with low seat belt compliance. (SHSP Action 4.1)
- Fund a \$3 million “Next Generation – Click it or Ticket” campaign by conducting two well-publicized seat belt enforcement mobilizations in November 17-30, 2008 and May 18-31, 2009. To promote sustained enforcement, law enforcement agencies (CHP and local law enforcement) serving at least 50 percent of California’s population or serving geographic subdivisions that account for at least 50 percent of California’s unbelted fatal vehicle occupants will carry out one to four days and/or nights of intensified seat belt enforcement each month. (SHSP Action 4.2)

- Establish a Senior Driver Traffic Safety Program providing classroom education, alternative transportation resources/referrals and evaluations to older drivers. (SHSP Action 9.1)

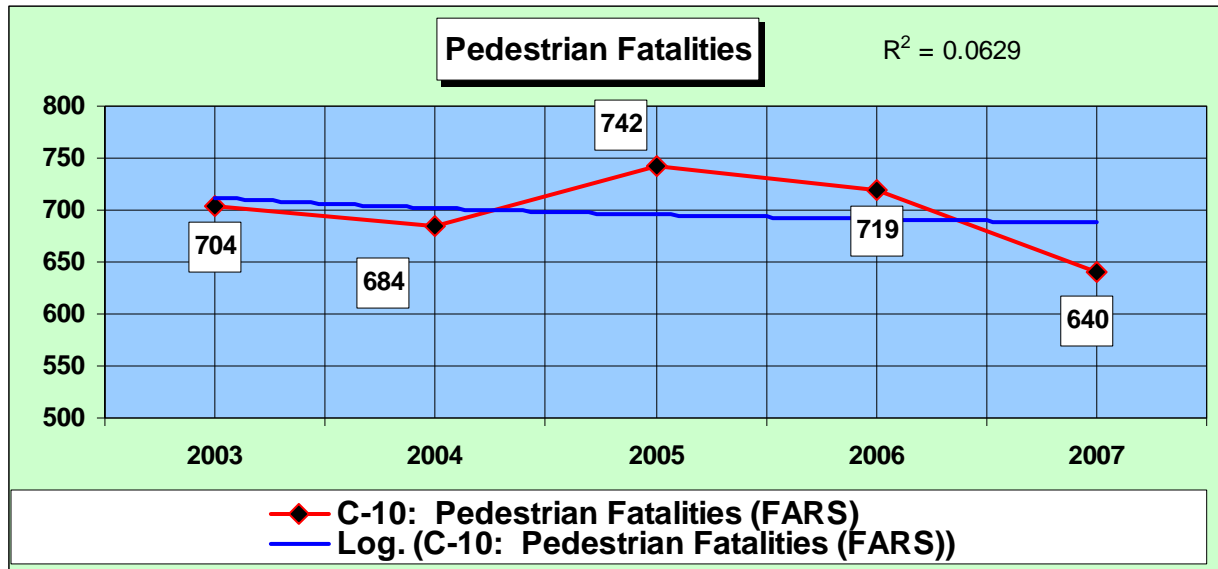
#### *CHILD PASSENGER SAFETY*

- Educate parents, caregivers, law enforcement, emergency services personnel, health care providers on the child safety seat, booster seat, and back seat law including seating positions for children in air bag equipped vehicles, and raise the awareness of vehicle/child safety seat compatibility. (SHSP Action 4.2)
- Work closely with community based organizations to promote correct child safety use at both the neighborhood and community levels, including low income, culturally diverse, foster families and child protective service workers. (SHSP Action 4.2)
- Continue to promote child safety seat “checkups” to educate parents and caregivers on correct child safety seat usage. (SHSP Action 4.2)
- Provide ongoing occupant protection program and epidemiological technical assistance. (SHSP Action 4.2)
- Establish new child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles. (SHSP Action 4.9)
- Develop a program that increases the accuracy of California child safety occupant protection misuse data. (SHSP Action 4.10)
- Increase the number of new Child Passenger Safety Violator Education Programs. (SHSP Action 4.12)
- Continue the NHTSA’s standardized Child Passenger Safety Technician and Instructor Training Programs, and renewal and update refresher classes.
- Work with local youth and family centers to promote safety for young children and to reduce non-intentional injuries and fatalities relating to those areas of child safety seat compliance.
- Continue building the capacity of the 61 local health departments’ SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.

## PEDESTRIAN SAFETY

### CORE OUTCOME MEASURE

- To reduce pedestrian fatalities 6 percent from the 2005–2007 calendar base year average of 700 to 658 by December 31, 2009.



## FUNDED GRANTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2009.
- To reduce the total number of pedestrians injured ten percent by September 30, 2009.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2009.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2009.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2009.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2009.

## IMPACT PROGRAMS/STRATEGIES

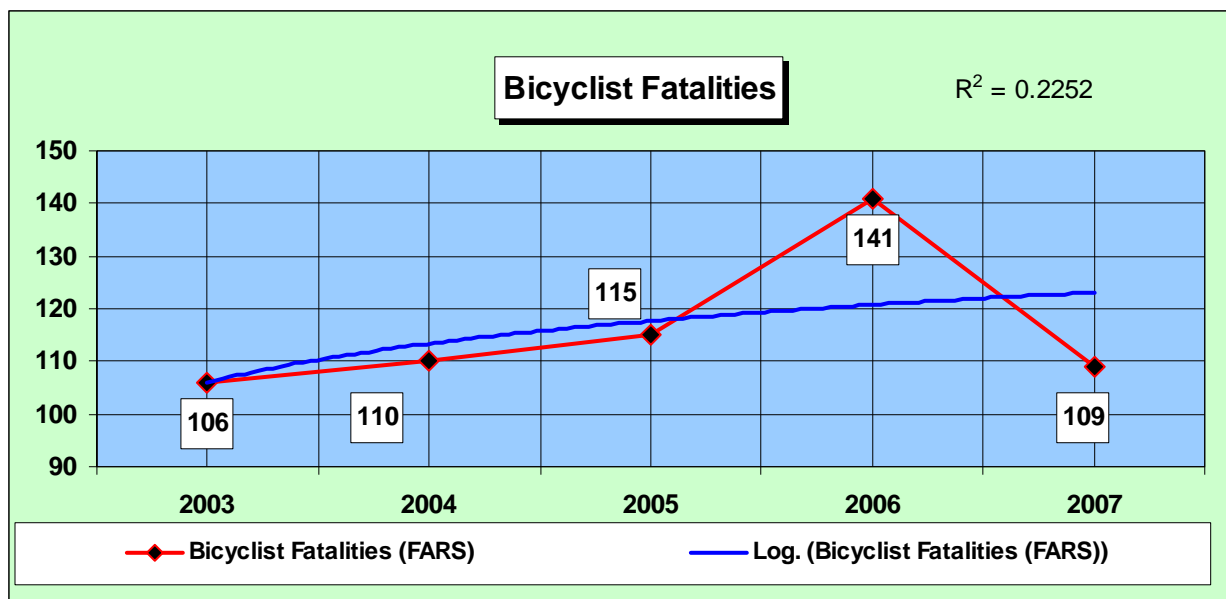
- Fund a statewide community pedestrian safety training project to increase knowledge of pedestrian best practices by identifying the top 12 pedestrian crash locations; training will be conducted and pedestrian safety action plans will be development in communities with high pedestrian risk locations. (SHSP Action 8.2)
- Form a task force to assist in development of pedestrian safety action plans, to facilitate training delivery, and to establish pedestrian safety improvement programs in California's urban and rural communities. (SHSP Action 8.3)
- Fund the UC Berkeley Safety Center to provide free Pedestrian Safety Assessments to cities as it enables cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and improved pedestrian infrastructure in turn can lead to enhanced walkability and economic vitality of communities. (SHSP Action 8.4)
- Encourage the implementation of statewide traffic safety programs, task force and advisory committees that focus on pedestrian safety issues and walkability such as the [California Safe Routes to School Program](#) and the California Pedestrian Advisory Committee (CalPed). (SHSP Action 8.5)
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to alert drivers to yield to the presence of pedestrians in intersections and/or crosswalks; pedestrian countdown signals to alert the pedestrian of his/her safe crossing span of time, and pedestrian countdown sensors that track pedestrians in the crosswalk and allow for extension of the pedestrian clearance time if necessary – must be installed off the Federal Aid System. (SHSP Action 8.6)
- Support programs that seek to implement 'complete street' measures that provide safe access for all roadway users. (SHSP Action 8.8)

- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior community centers. (SHSP Action 9.8)
- Continue to fund a pedestrian safety corridor project to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. This program includes a public education and awareness campaign and enhanced enforcement.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.
- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- Develop and implement training and screening at trauma centers to address problems of age related driving disorders in hospitalized senior patients.

## BICYCLE SAFETY

### STATEWIDE GOAL

- To reduce bicyclist fatalities 5.7 percent from the 2005–2007 base year average of 122 to 115 by December 31, 2009.



## **FUNDED GRANTS GOALS**

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2009.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2009.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2009.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2009.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2009.

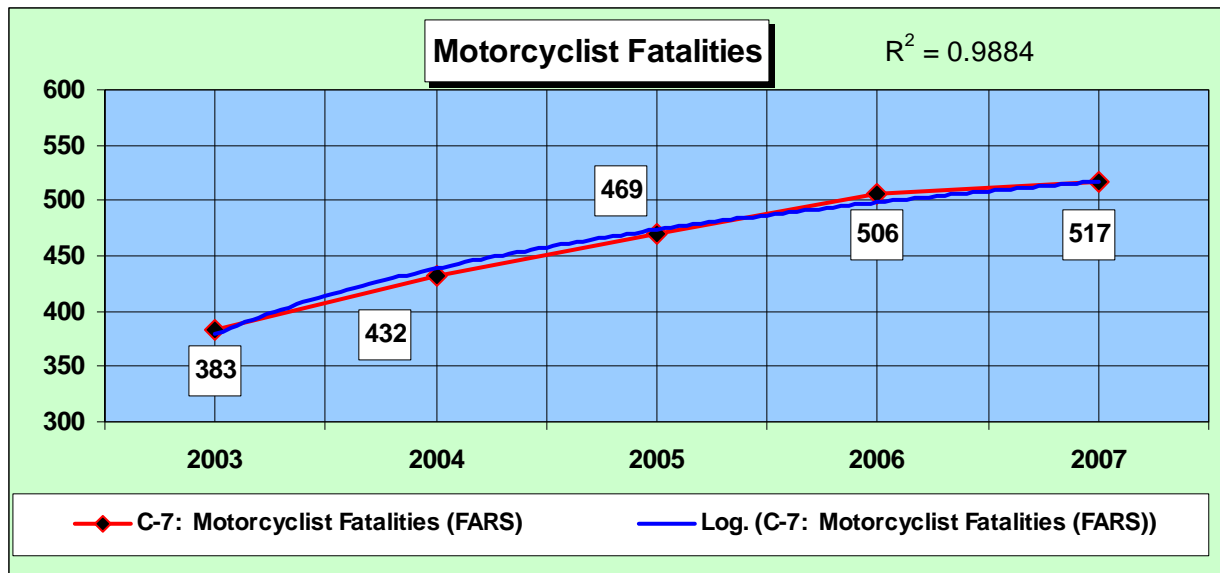
## **IMPACT PROGRAMS/STRATEGIES**

- Support and expand the California Bicycle Coalition Complete Streets Sub-Committee to develop a curriculum and design standards for complete streets, traffic calming, safe intersection design, and appropriate vehicle speeds for environments where pedestrians and bicyclists are legal users. (SHSP Action 13.5)
- Conduct interactive traffic safety rodeos and updated presentations targeting elementary, middle and high schools, and community groups. (SHSP Action 13.8)
- Actively promote safety helmet distribution and incentive programs, as well as enforcement. (SHSP Action 13.11)
- Conduct aggressive public information and education campaigns for diverse markets. (SHSP Action 13.11)
- Implement court diversion courses for children under 18 years of age, who are cited for violation of safety helmet compliance, pedestrian and bicycle laws.

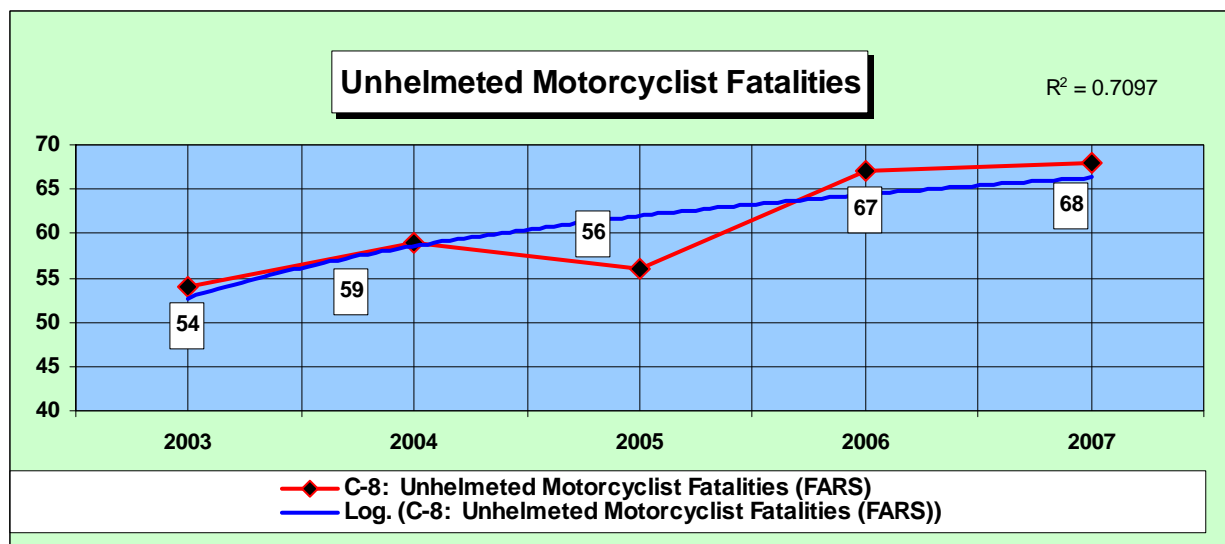
## MOTORCYCLE SAFETY

### CORE OUTCOME MEASURES

- To decrease motorcyclist fatalities 2 percent from the 2005–2007 calendar base year average of 497 to 487 by December 31, 2009.



- To decrease unhelmeted motorcyclist fatalities 3 percent from the 2005–2007 calendar base year average of 64 to 62 by December 31, 2009.



### FUNDED GRANT GOAL

- Increase the number of motorcycle riders completing the California Motorcycle Safety Program class by 10 percent from the 2006 base year of 52,138 to 57,352 by September 30, 2009.

## **IMPACT PROGRAMS/STRATEGIES**

- Identify owners of motorcycles who are not licensed to operate a motorcycle and alert them to California's requirement to be licensed in order to operate their motorcycle. (SHSP Action 12.6)
- Develop an educational awareness campaign using web based media.
- Review recommendations and prioritize possible strategies developed from the 2008 Motorcycle Safety Summit.
- Plan the agenda for the 2010 Motorcycle Safety Summit – attendees include members from the motorcyclist community, law enforcement, insurance companies, medical personnel to share information, network, and develop comprehensive programs to promote motorcycle safety.
- Include the following recommended strategies and best practices from NHTSA's 2008 Motorcycle Safety Assessment Report:
  - Increase the OTS leadership role for a comprehensive motorcycle safety program by providing grant support to further goals and objectives of the Strategic Highway Safety Plan (SHSP) Challenge Area 12.
  - Encourage in-service officer training on the Detection of DUI Motorcyclists utilizing materials that are available through NHTSA. Publicize this training to the news media.
  - Explore opportunities to create regional or countywide traffic safety boards or associations for networking, information sharing, joint operations and coordination to more effectively solve traffic safety problems instead of displacing them.
  - Create a public information campaign to promote motorist awareness of motorcycles, emphasizing the reasons why motorists do not see motorcycles and motorcyclists' vulnerability in traffic crashes.
  - Include motorcycle-specific messages in larger impaired-driving campaigns commensurate with the number of impaired motorcycle riding fatalities.

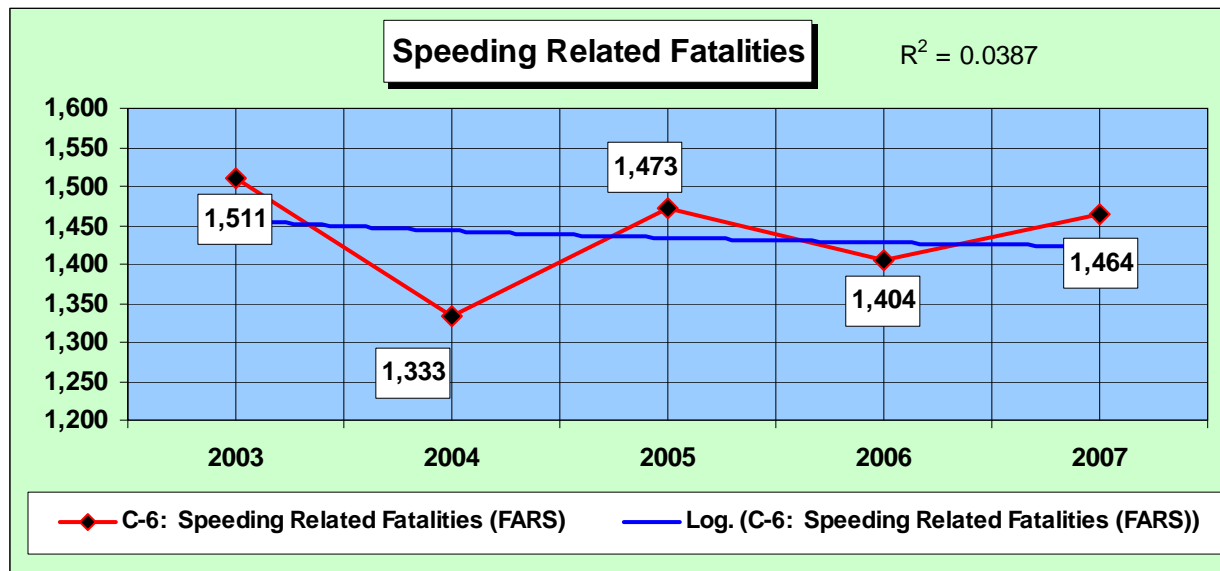


## POLICE TRAFFIC SERVICES

### SPEEDING AND AGGRESSIVE DRIVING

#### CORE OUTCOME MEASURE

- To reduce speeding related fatalities 2 percent from the 2005–2007 calendar base year average of 1447 to 1418 by December 31, 2009.



#### FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2009.
- To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2009.

#### IMPACT PROGRAMS/STRATEGIES

- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To encourage police departments to track and increase their enforcement index.
- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems, motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

- To continue programs with the University of California, Berkeley to conduct no cost enforcement and engineering evaluations as a service to cities and counties seeking to improve traffic safety in their communities.
- To encourage the involvement of community based organizations in program planning and participation in activities to promote traffic safety.
- To use “Geographical Information Systems” to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.
- To conduct Courthouse and Probation Office sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.
- To fund “Corridor Safety Programs” that select corridors based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.
- To continue illegal street racing enforcement and training programs
- To continue neighborhood speed alert programs.
- To promote traffic enforcement training for patrol officers.
- To continue to deploy visible display message/radar trailers.
- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.

## **ADMINISTRATIVE GOALS**

## **EMERGENCY MEDICAL SERVICES (EMS)**

### **STATEWIDE GOALS**

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the “critical hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.

## **FUNDED GRANT GOAL**

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2009.

## **IMPACT PROGRAMS/STRATEGIES**

- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances or rescue vehicles.
- To promote State certified training programs.
- To promote bystander-training programs.
- To promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- To promote public/private partnerships.
- To promote community involvement in traffic safety.
- To provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology and similar high-tech automobiles and devices.

## **ROADWAY SAFETY/TRAFFIC RECORDS**

### **FUNDED GRANTS GOALS**

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.

- To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

## **IMPACT PROGRAMS/STRATEGIES**

- Continue funding for Speed Feedback Signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit on roadways off the Federal Aid System.
- Encourage grants that involve multi-agency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.
- To increase outreach and educational efforts to reduce the number of collisions, injuries and deaths involving motorists and workers in highway work zones.
- Ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- Support automation grants to reduce report preparation time and to reduce the lag time between incident and system input.
- Survey and assess a sample of California drivers to determine their habits and opinions on selected traffic safety issues.
- Provide timely tracking, identification, analysis and graphing of collision and citation data that is to be shared with various departments within the city, through a GIS capable computer program.
- Support the creation of a web based viewing and analysis system that allows users to query specific SWITRS data, interactively build maps in real time, and incorporate additional data in these maps.
- To continue DMV pilot study to determine the effectiveness and feasibility of processing drivers using a three-tier assessment system of their driving abilities.
- Continue with enhancements to the California EMS Information System.
- To continue with the obtaining and the deployment of hardware and software for a state-wide automated citation system, which will interface with all judicial jurisdictions within the state, that is capable of electronic citation data transmissions.
- Enhancements that will improve the integrity of the Department of Motor Vehicles License Database.

## **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

### **GOALS**

- OTS Public Affairs will continue to aggressively pursue successful local, regional and statewide traffic safety public awareness and targeted programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices is the message of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety's mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

### **IMPACT PROGRAMS/STRATEGIES**

- Local and Regional media: OTS Public Affairs works directly with OTS grantees in the development of media materials including news releases, coordination of events, and specialty articles for publication – all designed to garner increased earned media. OTS Public Affairs works directly with media outlets as a resource for accurate, timely, and expert information on cogent traffic safety issues.
- Current Campaigns: Activities surround various campaigns, including "Click It or Ticket," the state's flagship seat belt compliance campaign; "Drunk Driving Over The Limit, Under Arrest", "Report Drunk Drivers – Call 911", Holiday DUI Crackdown and various regional "Avoid" DUI campaigns targeting the impaired driver.
- Advertising/Marketing: OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI campaigns and initiatives and promotion of seat belt use. OTS Public Affairs enhances its media reach by partnering with the National Highway Traffic Safety Administration, the California Highway Patrol, the California Department of Transportation, the California Department of Motor Vehicles, the California Department of Alcoholic Beverage Control and law enforcement agencies throughout the state. Through its Sports and Entertainment Marketing program, OTS Public Affairs targets specifically targeted demographics with anti-DUI and occupant protection messages.
- All campaigns and strategies include marketing to underserved segments of California's population.

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## **CERTIFICATIONS AND ASSURANCES**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;

(h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988 (49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.



## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT)**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including sub-contracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

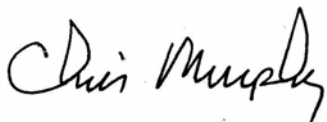
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility And Voluntary Exclusion - Lower Tier Covered Transactions**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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*Governor's Representative for Highway  
Safety*

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*August 21, 2008*

*Date*

US DEPARTMENT OF TRANSPORTATION

HIGHWAY SAFETY PROGRAM COST SUMMARY  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FEDERAL HIGHWAY ADMINISTRATION

OMB NO 2127-0003

DATE: 10/01/08  
PAGE: 1 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/ DECREASE	% CHANGE	
163-AL-09	1,885,377.00		TBD				0.00
163-PT-09	4,354,924.93		TBD				0.00
163-RS-09	0.00		TBD				0.00
SUBTOTAL	6,240,301.93		0.00				0.00
164-AL-09	41,982,301.31		TBD				31,574,697.81
164-PA-09	2,663,562.00		TBD				0.00
SUBTOTAL	44,645,863.31		0.00				31,574,697.81
164-HE-09	0.00		TBD				0.00
SUBTOTAL	0.00		0.00				0.00
402-AL-09	2,221,006.09		TBD				2,117,832.59
402-CB-09	264,745.50		TBD				264,745.50
402-EM-09	1,889,540.85		TBD				1,889,540.85
402-MC-09	0.00		TBD				0.00
402-OP-09	3,874,651.62		TBD				2,084,584.62
402-PS-09	1,776,290.91		TBD				1,235,398.91
402-PT-09	7,918,707.15		TBD				3,598,750.15
402-PA-09	2,222,683.00		435,000.00				0.00
402-RS-09	132,000.00		TBD				132,000.00
402-TR-09	354,211.00		TBD				31,000.00
SUBTOTAL	20,653,836.12		435,000.00				11,353,852.62
FORWARD	71,540,001.36		435,000.00				42,928,550.43

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME: *Chris Murphy*

TITLE: Director  
DATE: 10/1/08

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:  
TITLE:  
DATE:

HS FORM 217 (REV 9/93)

EFFECTIVE DATE:

## HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

DATE: 10/01/08

FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA

PAGE: 2 OF 2

NUMBER: 2009-00

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/ DECREASE	% CHANGE	
405-OP-09	4,357,420.00		TBD				3,357,420.00
405-PA-09	202,654.00		TBD				0.00
SUBTOTAL	4,560,074.00		0.00				3,357,420.00
406-CB-09	0.00		TBD				0.00
406-EM-09	0.00		TBD				0.00
406-PS-09	0.00		TBD				0.00
406-PT-09	298,210.00		TBD				298,210.00
406-PA-09	0.00		TBD				0.00
406-RS-09	0.00		TBD				0.00
406-TR-09	0.00		TBD				0.00
SUBTOTAL	298,210.00		0.00				298,210.00
408-TR-09	2,359,798.00		TBD				133,950.00
SUBTOTAL	2,359,798.00		0.00				133,950.00
410-AL-09	7,370,011.98		TBD				5,324,790.98
410-PA-09	552,389.00		TBD				0.00
SUBTOTAL	7,922,410.98		0.00				5,324,790.98
2010-MC-09	731,174.00		TBD				0.00
SUBTOTAL	731,174.00		0.00				
TOTAL	87,411,668.34		435,000.00				52,042,921.41

STATE OFFICIAL AUTHORIZED SIGNATURE:

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

NAME:

TITLE: Director

TITLE:

DATE: 10/1/2008

DATE:

HS FORM 217 (REV 9/93)

EFFECTIVE DATE: